

World competition may put the kibosh on the profiteers.

What some public speakers need is better terminal facilities.

Rising costs change natural optimists into unreasonable pessimists.

Tread softly and carry a bouquet! Mother is canning in the hot kitchen.

A little patriotism now and then is felt by the most internationalistic men.

The war cost us thirty billions. But the world is going to get the full worth of it.

Writers of fiction should find a great deal of atmosphere in the flights of the R-34.

It looks as if the price of shoes would soon be over many people's heads.

America seems to have been made safe for the profiteer if not for the consumer.

The big dirigibles can conquer the air whenever the air is willing to be conquered.

The army worm traveled on caterpillars long before the army began using the tractor.

For the new nations of Europe there ought to be some sort of india-rubber boundaries.

It's all right to get after reckless automobilists, but it will be better to keep after them.

Many an old sport is still protesting that \$50 a ticket for a three-round prize fight looks rather like profiteering.

If restaurateurs are bemoaning the passing of booze it may be because a sober man is better able to tell the age of eggs.

If blackberries in the patch cost 30 cents a gallon and the wholesale price is more than \$1 additional—but what's the use?

The air route seems developing very well, and has the great advantage of not being cluttered up with jaywalker pedestrians.

Japan is reported to be facing a rice shortage. Still, where on the earth just now is any nation with full and plenty?

The cows of the country, it is understood, refuse to budge an inch in their opposition to that extra hour of daylight.

Though they wish to destroy the constitution, leaders of the "reds" seek the refuge of "constitutional rights" when asked where they get the money for their expensive propaganda.

Good American obey the injunction to own their homes in resisting the attempt of foreign agitators to bring in bolshevism to run the American establishment.

As yet, so far as can be observed, no one has begun to tell his troubles to a soda dispenser.

The dirigible's flight brings week ends in New York and London within reasonable calculation.

Sir Thomas Lipton is still wondering when public interest in yacht racing will be resumed.

It is said there is a great demand in Latin-America for pianos. This ought to indicate a laudable desire for harmony.

The only trouble with the plan for an attack on Petrograd is the uncertainty as to what to do with it after it is captured.

What'll y'have? is again permissible in England with the lifting of the ban on treating. In America it's: What have you got?

Who can remember when the waiters used to come in and give him his choice of two out of three meats for a quarter?

Frequent strike riots in Japan and China indicate that there is also an ingrowing "yellow peril."

That serious look on the farmer's face is not anxiety over the League of Nations but worry over the nondelivery of that new automobile.

A lunatic in an English asylum picked the three first horses in the last Derby and a nation of progressive people are thinking and thinking ever since. They may be lucky he's not at large.

Sir Douglas Haig says Great Britain won the war and it must be admitted that the war would not have been won if this country had kept out.

Professor Garner thinks man will know the language of animals, which is likely, as we already understand what an unfriendly watchdog means.

Profiteering in food and other necessities of life is responsible in large part for the current unrest. Putting dollars above justice is bad business as well as ethically bad.

France and Italy seem to need the snow-capped Alps between them to cool their ardent Latin temperaments.

INJUNCTION NO LONGER HOLDS

Judge Maltbie's Order Against United Hatters of North America Is Dissolved.

COERCION HAD BEEN CHARGED

Complaint That Danbury Firm Had Been Prohibited From Completing Contract—News of General Interest to All Workers.

Judge Maltbie of the Connecticut superior court dissolved the injunction that he issued July 5 against Jeremiah Scully, John O'Hara and Royal Raymond, officers of the United Hatters of North America, and especially against Lodges 10 and 11 of Danbury, and Lodge 16 of Norwalk, against their boycott and interference with the R. & W. Hat Shop, Inc., of Norwalk.

The injunction was asked by the R. & W. Hat Shop on the ground of coercion by the United Hatters, it being contended that George McLachlan of Danbury was prohibited from completing his contract of furnishing hat bodies to the complainants.

GENERAL LABOR NOTES

In state workshops, railways, agricultural and industrial establishments in Peru a day's work is fixed at eight hours.

Street car service at Muskogee, Okla., which was resumed July 17, following a strike lasting several weeks, was discontinued when the car men declared a new strike.

An agricultural strike was declared in the region of Melun, about 25 miles southwest of Paris, France. The men demand wages of 13 francs a day, with double pay during harvest.

Seven organizers and officials of the American Federation of Labor were arrested at North Claiborne, a suburb of Pittsburgh, for holding a meeting without a permit. They were released on bail for a hearing.

Without winning their demand for a closed shop the 1,800 employees of the Corn Products Refining company at Argo, Ill., are back at work. Neither hours nor wages figured in the strike and the men have been returning gradually, it is said.

The appointment of Miss Mary Anderson as director of the woman-in-industry service of the department of labor, announced by Secretary Wilson, brings a trade union woman for the first time into government office as a federal bureau chief.

More than 7,000 cigarmakers went on strike at Tampa, Fla., demanding a 25 per cent increase in wages. With strippers, packers and selectors out of work because of the cigarmakers' strike, 12,000 men were said to be idle.

The radio telegraphers were voted a \$15 increase in wages a month by the American Steamship association. They were allowed a charge of \$3 a day for subsistence while in port. The scale is to remain operative for a year. This brings the salary of the senior operators to \$125 and junior operators to \$100 a month and subsistence.

The Building Trades council of Atlanta, Ga., announces the consummation of an agreement with the Atlanta building contractors effecting a 44-hour working week for 7,000 mechanics in these trades, and by which it is agreed to work in harmony until May 1, 1920. The wage scale for the ensuing year gives bricklayers 75 cents an hour, beginning next fall.

At the semi-annual elections of the Toronto (Canada) District Labor council which have just taken place, the red element gained a sweeping victory over the moderates and captured all the offices. Mr. J. Munroe of the Machinists' union was elected president; John Cottam of the Carpenters' union, financial secretary, and Mr. A. W. Mance of the Typographical union, recording secretary.

Virtually capitulating to the demands of their 3,000 workers, who have been on strike for nearly eleven weeks, entailing a wage loss to the community of more than \$500,000, the board of governors of the J. P. & C. K. Eagle, Inc. silk mills at Shamokin, Pa., at Trevorton and Kulpmont, this afternoon announced the granting of the demands and calling for all employees to report for work.

In compliance with the demand made by 1,000 striking garment workers, nine firms of Toronto, Canada, have agreed to abolish the piecework system, but other important matters in dispute have not yet been settled owing to the refusal of the employers to negotiate. The business manager of the Garment Makers union says that the strikers have the support of the International union and that strike pay, ranging from \$10 to \$12 a week, began on Monday, July 1.

The movement which is taking place among the employees of the great London (Eng.) banks to organize on a large scale is steadily growing, and the number of clerks of all grades who have enrolled in one or other of the guilds now reaches several thousands.

Nine hundred shipbuilders, members of the International union, which is affiliated with the American Federation of Labor, went on strike at the Davis shipbuilding yards in Lazon and at the finishing plant in Louise Basin, Quebec, Canada. The strikers are demanding recognition of their union.

NEWS OF THE LABOR WORLD

Recent Happenings That Will Be of Interest to Both Employer and Employee.

Clergymen in Oakland, Cal., have formed a labor union.

The Dublin (Ireland) Asylum Workers' union won its demand for increased wages and shorter hours.

Between 700 and 800 employees of the Standard Oil company's refinery at Independence, Mo., walked out.

Working expenses on the London (England) tramways rose from 13 cents a mile in 1913 to 32 cents in 1918.

It is estimated that the increase of \$2 to \$2.50 in the weekly wages of all shop clerks will cost merchants \$25,000,000 to \$150,000,000 a year, a London dispatch says.

President Leconnu of the Australian seamen's union, the members of which have been on strike for several weeks, announced that he would appeal to the United States for assistance.

Despite the fact that formation of labor unions is not allowed in Japan, workmen have combined to get 50 per cent increase in wages and shorter work hours. Wages have trebled since the war.

The strike of about 300 women garment workers at Chicago was averted by the acceptance by the manufacturers of the wage increase demands presented recently by the Lady Garment Workers' union.

The ore traffic at Ashland, Wis., was completely paralyzed by the walk-out of 213 dockmen. Seven ore boats canceled and 16 ore trains laid off and their crews discharged. Escanaba was also tied up.

Coal production in central Illinois fields is being seriously curtailed by shortage of cars, due to the shipmen's strike. Practically every mine in the Springfield district was said to be idle, with only a few cars filtering in here and there.

Voluntary wage increase of 12½ per cent was announced at Lima, O., by the Garford Motortruck company and the East Iron Machine company. The Garford company employs more than 2,000 men, while the other plant has 300 employees.

The Western Union Telegraph company announced a bonus of 10 per cent to its employees. The former bonuses, which were paid regularly by the Western Union, were made by Postmaster General Burleson and the new bonuses are in addition.

The Garner Print works and Bleachery of Wappinger's Falls, N. Y., announced that employees were to be given half control of all future management, a 4 per cent bonus on all earnings, and half the representation on the board of management. The company employs 700 men.

The metal trades department of the American Federation of Labor will make demands on congress and the president that measures be taken to reduce the high cost of living. James O'Connell, chairman of this department, said. Membership of the metal crafts exceeds 500,000, O'Connell stated.

Almost every steel plant in Mahoning valley started at full capacity. Steady demand for pipe and other supplies for oil fields and new orders for shipbuilding steel has benefited the mills. Mills at Youngstown obtain most of their ore from the Minnesota district and have enough to last them six months.

Shoe workers of Brockton, Mass., are forming an organization outside the Boot and Shoe Workers union, which, they say, has not treated them fairly. They refuse to accept a charter from that union. Cutters employed in Brockton receive, they say, \$35 a week against \$51.50 for those employed in Lynn. They demand an increase to \$44.

Nine hundred employees of the Waterloo (Ia.) Gasoline Engine company (owned by the John Deere company of Moline, Ill.) walked out when their demands for collective bargaining and higher wages were not accepted. This was the third factory closed in three days, the Iowa Dairy Separator company and the William Galloway company, farming implements, also closing.

About 1,100 machinists went on strike at Paterson, N. J., for an increase in wages of 10 cents an hour. They demand the following hourly wage scale: Tool, gauge, die and patternmakers, 85 cents; machinists and millwrights, 75 cents; helpers, 60 cents; apprentices, 30 cents first year, 40 cents second year, 50 cents third, and then 60 cents. As a result of the strike several of the biggest plants in Paterson were seriously affected.

The New York Letter Carriers' association has adopted a resolution calling on officials of the national organization to carry an appeal directly to President Wilson for a 25 per cent increase in the letter carriers' salaries. The resolution asserted that the 25 per cent increase which became effective on July 1 was inadequate to meet present-day living costs and declared that a further increase was necessary at once "to prevent complete demoralization of the service."

Union plumbers of Syracuse, N. Y., in this city went on strike, demanding an increase in wages from 70 cents an hour to 87½ cents. Some of the smaller employers granted the demand. The master plumbers in session agreed to offer the sum of \$5 cents.

Waterloo (Iowa) Construction Machinery company employees walked out on refusal of demands by the union for wages and recognition of collective bargaining. This is the fourth plant in Waterloo to be closed by strike. Nearly 2,000 men were made idle.

CLEANLINESS IS OF IMPORTANCE

It Is Proper Attention to Little Things That Adds Years of Service to Car.

LIST OF COMMON TROUBLES

Each Part of Machine Will Operate Better, Wear Longer and Give Less Trouble If It Is Kept Clean and Free From Grit.

What troubles occur most frequently on the road? Let us make a list of the ailments which most frequently afflict the automobile while it is serving our pleasure. This done, we will consider what the careful owner can do to eliminate them as far as possible. If we leave out of consideration skids and collisions, which are either unavoidable or the result of sheer carelessness or negligence, we have the following list of common troubles: Ignition trouble, carburetor trouble, broken rear axle, burnt-out



"Know your car" is the slogan of the modern motorist. A well-groomed car means money in your pocket.

engine bearings, slipping clutch, stripped transmission gears, universal joint troubles and stripped differential gears. It is quite a formidable list, and nine out of ten owners, whose cars are towed into garages, can charge the resulting expense to one of the above items.

"Cleanliness is next to godliness," but as applied to the automobile, cleanliness comes first and is all-important. Each part of your car will operate better, wear longer and give less trouble if it is kept clean and free from grit. Careful cleaning also involves inspection, for the two go hand in hand. When you clean the dirt out of corners with kerosene and a brush you may discover that an oil pipe which feeds an important bearing is broken; a loose taper pin in the pump or magnet shaft; a missing grease cup and countless other

things. During the writer's experience of 14 years he has yet to see an owner, who kept the working parts of his car absolutely clean, experience serious trouble on the road.

Returning home after a long ride, the first thing you should do is to remove the dust. During the entire trip the carburetor has been drawing dust-laden air into the hot-air tube. Clean it out and keep it clean.

When you fill the tank, strain the gasoline. The man at the gasoline station may tell you that it isn't necessary, but strain it just the same. Clean the vacuum tank strainer and examine the pipes to see if they are being choked by rubbing on the chassis. Be careful when you wash the car. Some carburetors are so placed that there is danger of filling them with water.

Perhaps you would like to know how all this attention to detail can prevent the unexpected breaking of a rear axle. What causes a rear axle to break? For one thing, it is bad for the rear axle and for everything else to jerk along on three cylinders if you should be running on four. If the clutch does not engage properly, you are throwing a sudden load on the axle, a sudden shock which has a tendency to twist it off. The writer knows of many cases in which the axle has been broken by letting in the clutch suddenly in an effort to get out of a mudhole or a snow bank. Don't neglect the clutch. It can be kept soft and smooth in operation without slipping, and then, when you engage it, there will be no sudden shock. Save the car all you can from jolts and jars by using the brakes.

Universal joints fairly cry for grease and attention. Unless you heed the warning at once, it is too late to save them, for they are worn and will ever after rattle. Invest in a creeper or hunt up some old clothes and go for a tour under your car. It isn't necessary to do it very often, but it is a great deal better to explore the under part of the car at your leisure in the garage than under compulsion on the road.

You will be amply repaid for your trouble, and, while cleaning and adjusting the universal joints under your car, seize the opportunity to put some oil on the brake toggles and equalizer.—By G. F. Collins in Popular Science Monthly.

RAISE BATTERY OUT OF CAR

Admirable Lifter May Be Made by Having Harness Snaps Riveted on Leather Strap.

An admirable lifter for use in raising the battery out of the car may be made by having what are known as harness snaps riveted on the ends of a leather strap, perhaps an inch wide and a little longer than the battery. When this is snapped into place it makes a convenient handle for juggling the battery around.

POTATO GROWERS ARE RAPIDLY ADOPTING MOTORTRUCKS TO CARRY LOADS TO MARKET



Tubers Being Unloaded From Refrigerator Car Into Motortruck.

In regions where potato production is specialized, motortrucks are being rapidly adopted for hauling even when the distance to the railroad siding is relatively short. Two-ton trucks are popular for this purpose, and 100 bushels, or 6,000 pounds, are commonly taken at a trip. One businesslike potato grower whose farm is four miles from railroad states that he averages five trips a day, hauling 100 bushels to a trip; that he uses the truck little except during a two-months' shipping season; that his haulage costs, allowing for interest, repairs, storage, depreciating and driver's wages, averages about \$2.25 a trip, or 2½ cents a bushel. He states that the haulage cost would be noticeably reduced if he used the truck over a greater period.

Five Trips Per Day.

He figures a ten-mile round trip, three tons being carried in going. It would be possible to make six trips a day, instead of five, he says, were it not for the inevitable delays which occur at the station. Heavy shipping causes congestion, and new arrivals must wait their turn to unload the truck.

Fruit Growers Favor Trucks.

Fruit growers are another class among whom autotrucks are becoming common. The big fruit farm, hauling its own fruit to the railroad, uses horses in the fall out of all proportion to farm needs at other seasons. Numerous large fruit farms formerly made no attempt to keep draft horses in the numbers required for fall hauling and instead let this work out on contract, at so much a box or barrel. The autotruck interests this class; during the long, idle periods it consumes no oats. The autotruck is also proving valuable to growers of perishable fruits, permitting them to ignore the express route and find a market in a hurry when required.

TENNESSEE NEWS

Happenings Over Commonwealth Gleaned From Various Places

Chattanooga. — T. F. Mahoney, Chattanooga dealer of weights and measures, on request of Judge Conner, went to St. Elmo and read the law governing the sale of coal to officials of the Krichbaum Coal company, of St. Elmo. He had received information, he declared, to the effect that the company was selling coal without weighing it and on visiting the yards he found this to be a fact.

Chattanooga. — Following the publication of an open letter to Senator John K. Shields from former Attorney General Matt N. Whitaker of this city, demanding the senator's resignation because of his opposition to the ratification of the peace treaty and league of nations, a movement has been started to hold a mass meeting at Nashville to make the resignation effective.

Memphis. — Following rumors that the water at the artesian well on North Third street had again become polluted and made unsafe for drinking purposes City Chemist Mantell made an analysis of water from the well, which proved negative—that is, it is free from any poisonous matter and is perfectly fit for any use.

Chattanooga. — Mayor Chambliss announced that the city had decided to buy government food supplies on consignment in carload lots. These supplies will be sold through the local merchants and grocers, who will be allowed 10 per cent profit to cover overhead charges.

Nashville. — The committee of negro women having in charge the department at the state fair set apart for the people of their own race, are working vigorously to make the department this year surpass in every particular a similar department of last year.

Nashville. — With the report of the Tenth ward to the county election commissioners complete figures on the biennial registration in Davidson county are now available. The total registration was 19,672, against 17,172 two years ago.

Tullahoma. — For the past year or more Tullahoma has experienced an unprecedented era of business activity. However, the growth of Tullahoma is at a standstill and will continue so unless the citizens engage in the erection of dwellings and mercantile buildings.

Nashville. — The grand total of county, state and federal aid for roads in Tennessee will be \$8,113,176.62 by Jan. 1, 1920, according to a bulletin soon to be published by the state highway commission.

Nashville. — The annual August commencement of George Peabody College for Teachers will be held in the auditorium of the social-religious building, Friday morning at 10 o'clock.

Nashville. — Gov. Roberts was appointed a member of the National Campaign Committee of the American Cotton Association by J. Scottman Wannamaker of Atlanta, president.

Nashville. — The fourteenth annual Tennessee state fair is scheduled for Sept. 15 to 20. The management has spared no pains to make the exposition the greatest in its history.

Nashville. — The get-together meeting held by the Peabody men at the Commercial Club resulted in an assemblage of ninety-six members of the faculty and student body.

Nashville. — W. T. McGruder, state dairy commissioner, will be the superintendent of the dairy show at the Tristate fair, according to notification received from Memphis.

Carthage. — An election was held in Smith county for \$400,000 bond issue to build roads in the county, the election resulting in a majority of 760 in favor of the bonds.

Cordova. — The Rev. E. E. George, general secretary of the Memphis Y. M. C. A., spoke at the Presbyterian church last evening to a well filled house.

Nashville. — Between 2,500 and 3,000 people are seeking housing accommodations in Nashville, according to W. W. Dillon, local real estate agent.

Pulaski. — Dr. S. E. Wasson of Atlanta, Ga., will deliver the opening address at the Massey Military school Wednesday, Sept. 3, at 9:30 a. m.

Chattanooga. — Veterans of the world war, found upon discharge to be in various stages of tuberculosis, are being sent in considerable numbers to the soldiers' home at Johnson City, and a storm has broken regarding the treatment accorded them and over general conditions in the home.

Memphis. — At a meeting of the City Federation of Colored Women the members, by unanimous vote adopted resolutions whereby they agree to be governed by the action of the Tennessee Equal Suffrage Association.